

Recognized Authority on
Connellsville Coke Trade

Weekly Coke Courier

Circulates Wherever Coke
is Manufactured or Used.

VOL. 34, NO. 13.

CONNELLSVILLE, PA., THURSDAY MORNING, OCTOBER 3, 1912.

EIGHT PAGES.

Prices and Prospects.

**PROMPT COKE GOES
TO \$2.85 BECAUSE
OF ITS SCARCITY**

**Operators Unwilling to Sell
on Contract for Fourth
Quarter Fearing**

WEATHER WILL LIMIT OUTPUT

**Contract Price for First Half in
Doubt; Figures Discussed Are \$2.50
@\$2.75; Increases Coke Consump-
tion Expected; Foundry Advances;**

Special to The Weekly Courier.

NEW YORK, Oct. 2.—The American Metal Market and Daily Iron & Steel Report will say tomorrow morning: "The whole iron and steel market has gained strength in the past week, partly through an enlargement in the trading in steel products for the new year, and partly through rather heavy advances in pig iron, particularly in the Central West."

The mills are now so well filled with specifications for finished steel, and see specifications coming in at such a rate, that they regard it is settled already that they will have full operations until April 1st. To see with certainty six months ahead is all that has ever been claimed as feasible in this industry.

The unfinishing situation has reached an acute stage. The mills have little if any unfinished steel to offer for this year's delivery, and practically without exception they are refusing to name prices for the first quarter of next year. They suggest the probability that they will have less unfinished steel to spare for the market than usual, their own finishing mills being so crowded, while they point out also that they will have to carry over considerable tonnage from this year. While the latter situation covers consumers for an equal quantity of steel, the position of the finishing mills is not so clear.

The mills which make their steel are now it would not be safe to take

chances on making a contract for the quarter, when the various cold weather exigencies are to be reckoned with.

For the first half of the new year it is possible that contracts could be made at \$2.50, but it's doubtful, and many operators would probably not be tempted at less than \$2.75.

It is generally suggested that the labor shortage is the condition most responsible for the present situation in coke, and the question is whether this will improve when bad weather sets in and reduces the amount of outside work being done, particularly in the Lake Erie region.

It is generally assumed that consumption of coke will increase during the next few months, as while the steel works have been operating all their available blast furnaces, there are a number of merchant furnaces out of blast which are likely to come in as soon as coke supplies can be arranged for. One such was scheduled to blow in yesterday, but has not gone in, and may not be able to blow in before the 10th of the month.

The market stands quotable as follows:

**Prompt furnace \$2.50@\$2.85
Contract, first half \$2.50@\$2.75
Prompt foundry \$2.80@\$2.25
Contract foundry \$2.80@\$2.00**

While the supply of rack cars has been fairly good the supply of box cars is not satisfactory, and the shortage of labor for working box cars is a still more serious matter. This accounts for the advance in prompt foundry coke at a time when the current demand is not particularly increased.

The pig iron market has been advancing sharply. It is not being quoted closely, as sales are made at a given price rather than the price for future, though it is not a marketable market. Bessemer has sold in several instances at \$16.50 Valley, involving a fairly large tonnage. This is an advance of \$2.50 from the low point in the year, and of \$1 a ton in the past fortnight. Basic has advanced in proportion. Sales of 10,000 or 15,000 tons were made at \$15.50 Valley, and it is a question whether this price can be done again. The market is quotable approximately as follows: Bessemer, \$16.50@\$16.75; Basic, \$15.50@\$16.00; No. 2 Foundry, \$16.50@\$16.00; All. I. O. B. Valley furnaces, \$2.00 higher delivered Pittsburgh.

The September pig iron averages, as compiled by a leading interest in the trade from actual sales of 1,000 tons or over, are announced at \$16.82 Valley, for Bessemer and \$15.13 Valley, for Basic, representing gains from August of \$1.42 for Bessemer and \$1.13 for Basic.

Larimer Coke Works Dismantled.

The passing into history of an old time coke and coal industry is on with the dismantling of the famous old Larimer coke ovens, about 300 in number, erected in 1872 by Carnegie Brothers & Company and the late Alexander Chambers of Larimer. The plant was acquired by the Frick interests and finally taken over by the United States Steel Corporation, and for many years was out of commission.

More Ovens at Marianna.

The Pittsburgh-Buffalo company is building 500 more ovens at Marianna, making 1,000 in all at that Washington county plant.

Pittsburgh Coal Prices.

Pittsburgh district coal prices are well maintained at \$1.15 for run of mine and 65¢/75 cents for slack. There is an active demand for the latter.

New Cambria County Coal Mines.

The Colver mine of J. H. Weavir & Company, in Cambria county, recently opened, is producing 50,000 tons per month.

Coal Development at Bolivar.

The Jacob Coal Company, composed of Greene people, are opening their coal property near Bolivar.

Loyallhamon Pushing Into Somerset.

The Loyallhamon Coal Company is getting ready to develop a coal tract in the Loyallhamon, Somerset, area.

STEEL AND IRON MARKET IN THE SELLERS' HANDS

**Fig. Advances and Steel Mills Have
Orders Enough to Keep Them
Busy Until April 1.**

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The mills which make their steel are doing also. It is recognized that it is a seller's market."

Electric Power

For Suburban Passenger Service Pos-

sible on Pittsburgh Railroads.

It is known that passenger depart-

ment officials and operating depart-

ment heads of rival railroad systems in Pittsburgh district have been noti-

fied to watch the pending installation of a gasoline power plant for

trial service for passenger traffic on

the Lake Erie railroad.

The contract for the car was award-

ed by the Lake Erie about six months

ago, for one of the General Electric

Company's gas-electric cars, with a

trailer, which will be ready for opera-

tion on the road about the middle of

October. The trailer for the car has

already been received. The officials

of the Pittsburgh division of the New

York Central Lines, of which the

Pittsburgh & Lake Erie is a unit, say

that if the car proves successful

orders will be placed in a short time

for many more of the same type.

The Pennsylvania and the Baltimore

& Ohio for some time have been con-

sidering the gasoline motor car for

"short hauls" on suburban traffic, out

of the city proper, and for small branch

roads. Officials of both of these roads

have been ordered to report to their

superiors on the success attained in

the new Lake Erie venture.

The Lake Erie will endeavor to op-

erate the car for suburban traffic to

points west of Pittsburgh with the idea

that the project is successful of giving

more frequent service than at present

COKE PRICES

**And Market Conditions at Important
Delivery Points.**

The Black Diamond reparts a heavy

and increasing demand for coke in

Chicago with a short supply. The

by-product plants of the vicinity are

being pushed to their full capacity.

Coke prices are marked short-

in the supply, reports

the respondent of the New York

Coal Trade Journal. Circular prices

have been withdrawn. A large amount

of coke is being in large car.

There has been selling of single cars

at \$16.50 Valley, involving a

minimum of \$4.50 per 72-hour Con-

nelliville foundry, with \$4.35 for 48-

4 hours for stock coke.

W. VA. COKE OUTPUT

**From the Pocahontas and Adjoining
Fields in August.**

Shipments of coal and coke over the

Norfolk & Western during the month

of August were about normal. The

coke sent out from the Pocahontas

field was exceptionally so, the total for

the month being 92,015 tons. The

coal shipments were as follows, the

figures being taken from the office of

the chief mine inspector: Pocahontas

field, 1,339,466 tons; Ting River field,

211,176 tons; Thacker field, 250,642

tons; Kenova field, 92,415 tons, and the

total coal 1,504,433 tons.

Closed for Repairs.

The Wharton coke plant of the

Watson Coke Company, 300 ovens, at

Coral in the Upper Connelliville re-

gion has closed down for repairs.

By-Product Ovens in Kentucky.

The Semet-Solvay interests are

building a by-product coke plant at

Ashland, Ky., to run on Kentucky

coal, at a cost of \$75,000.

Bridging the Bedford Iron Business.

The Huntington & Broad Top rail-

road is building a bridge across the

Jamestown River from Mount Dallas to

the Thoroughfare.

Review of the Connelliville Coke Trade.

Statistical Summary.

PRODUCTION.	WEEK ENDING SEPT. 28, 1912.			WEEK ENDING SEPT. 21, 1912.				
	DISTRICT.	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.
Connelliville	22,63							

REPORT TO COUNCIL HETZEL'S THREAT IN COURSE OF DUTY

**Police Chief to be Defended
by Solicitor Munson
in Court Charge.**

ALLEY SUIT AGAIN THREATENED

**William Ardis Declares Strip From
Tenth to Apple Street His Property;
McCormick and Others Wrangle
Over Pending Itemized Accounts.**

Further controversy over the opening of an alley between tenth and Apple streets was indicated in Council Tuesday, when the matter was referred to the Street Committee and the Borough Solicitor for investigation. This followed the complaint of William Ardis, an adjoining property owner, that the city intended to put the property removed by the Street Committee to the former action and threatened to enter suit against the city. The Street Committee, including Chairman Hay, Councilman Driscoll, Chief of Police Hetzel, Solicitor Munson and others, moved the posts as well as make a 12-foot alley. "I am going to make the post back and if I don't get the property I can't only will enter suit," said Ardis. Ardis has been brewing the alley for some time. Solicitor Munson reported the city was entitled to a 12-foot roadway and advised Council to "stand by" the action of the Street Committee.

Chairman Driscoll, for the Sewer Committee, reported the natural water course in Greenwood, from Blackstone and Leisenring avenues, had been diverted into Eighth street, causing heavy property damage by flood. Extension of the street, through properties of the Greenwood and Cypress Company, Pennsylvania Railroad and others was recommended. The matter was referred to the Sewer Committee. The request of George B. Brown for exemption of \$425 taxes, charged to Council, residents and levied before this section became part of the borough, was continued to the next council meeting night, to enable the Finance Committee and solicitor to investigate. President Fretz put an amended motion, referring the request to the committee and solicitor, to a vote, and it was carried. Then he put the original motion to a vote, which also was carried.

William Cooney, representing the East Side Volunteer Fire Department, requested their room in City Hall be cleaned and repainted. The plastering has fallen and the roof leaks, he said. The matter was referred to the Building Committee. The men agreed to keep the room clean if it is renovated by Council.

Discussion was split over the reading of itemized accounts. "Bill" McCormick thought each item should be read. This view was presented by Councilman Glidore, who, as a city official, attended his first meeting of Council last night. The men Complete Their Work; Councilmen Delayed.

J. S. Fretz, supervisor, in charge of the construction of the new postoffice building on Apple street, expects to have the heating system in the building operating by the end of the week. Fire will be lighted in the boilers as soon as installation of the system is completed in order to have the building "dried out" by October 15, when the contractors expect to have the structure ready for occupancy.

Marble workers are busy placing the marble in the interior of the building.

Plasterers are at work today in the lobby of the building. Plastering is considerably more than has been done.

The burglar and fire proof door has been completed. Electrical switches for controlling the current in the building, are displayed in a local electrical store window.

The contractors expect to have the walls around the building finished this week.

Due to the inability of Booth & Fink to have suffered delay by floods at their plant above Dunbar and who have been unable to make shipments of crushed stone as scheduled.

Committee. Rankin said the sewer was exposed by lowering the street grade. The Sewer Committee, it is understood, agreed the city was not responsible for exposing the sewer.

The report of the treasurer for September showed the balance in the various funds, October 1, as follows:

General, \$2,480.55; sewer, \$6,192.64;

sinking, \$2,198.55; firemen's relief, \$3,230.17; 1902 refunding, \$7,328.75;

1906, \$2,324; West Side, sinking, \$186.52.

The following bills were ordered paid:

E. R. Floto, Board of Health, \$73;

E. R. Floto, treasurer, \$25; J.

L. Evans, Burgess, \$75; Carrie Still-

Emerson, Comptroller, \$17; George

Hetzell, chief of police, \$70; Thomas

McDonald, officer, salary, \$85; W.

Stone, \$65; George Francis, \$45;

John Lowe, \$55; Henry Geiger, \$65;

John Hadlock, \$100; Fred J.

A. Fiel, \$60; John M. Ryan, \$100;

John King, \$50; A. O. Bishop, Clerk, \$10;

J. W. Stouffer, Street Commissioner,

Bernard Works, borough teamster,

John R. Muller, \$65; John H. Dickey, \$100;

John Shantz, \$55; Robert J.

John Cole, \$55; Tom Armer, \$10;

John Cope, \$20; Domestic Burden, \$25;

Jonas Cover, \$22; Michael Quinn,

\$28; E. L. Moore, \$27; J. S. E.

Floto, \$25; Harry Hall, \$75.50;

Mr. E. B. Stouffer, \$25; D. T. Hite,

freight paid, \$8 cents; F. T. Evans,

\$4.05; Boys-Porter & Company,

\$4.45; J. J. Enos, \$27.75; F. D. Mu-

nion, court costs, \$60; Westmoreland

Grocery Company, \$5; The

Machine & Car Supply Company,

\$100; Penn Electric Company, \$22.50; Pen-

Electric, \$1.50; A. E. Clark,

\$5.50; Cypher & Son, \$5.20;

Hardware Company, \$15.16; The

Wood House Manufacturing Com-

pany, \$15.25; Perry & Henderson,

\$22.83; Pittsburgh Construction Com-

pany, \$22.67; R. E. Floto, \$100;

John Regan, firemen's relief fund, \$5;

total, \$100.

The Burgess' report also was pre-

sented and approved by Council.

The principal addresses for Wed-

nesday were given by the Rev.

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IN PLAY, DUNBAR GIRL SHOOTS LOCAL YOUNG WOMAN DEAD

Kathryn Logan Accidentally
Kills Mary Rottler at Leis-
ering No. 1.

LATER EXPIRES IN 4 MINUTES

Crowd in Home of Mrs. Sarah Cramer
Startled and Shocked by Tragedy;
Women Faint as Connellsville Girl
Falls in Arms of Young Man.

A happy gathering of popular young persons at the home of Miss Sarah Cramer, postmistress at Leisering No. 1, Sunday evening, was shocked by the accidental shooting of Miss Mary Rottler, well-known in Connellsville, by Miss Kathryn Logan, of Logan's Crossing. Miss Rottler died four minutes after the bullet, from a 32-caliber revolver, struck her heart.

Jecklynn pointing at "unloaded" revolver at Miss Rottler, Miss Logan, a Dunbar township school teacher, snapped the trigger. There was a blinding flash, and then a stream of blood spattered over Miss Rottler's face. The wounded girl, who was Miss Agnes McIntyre, was standing with arms entwined, relaxed her grasp and swayed.

George Harwin and four other young men, startled by the shot, rushed into the room and supported Miss McIntyre, who died in the former's arms.

Mrs. Logan, stunned by the accident, fainted. Mrs. Cramer also swooned.

Dr. T. H. White of Connellsville, was summoned. Miss Rottler was dead when he arrived. Three sisters of the late Sarah, Freda, Clementine, were in the room and witnessed the tragedy.

A party of 10 young persons, six girls, four of them sisters, and four young men, had gathered at the Cramer home for the evening. The boy who was not in the room when the accident occurred.

The girls had been snapping the trigger of the revolver, it is said, earlier in the evening, after being informed that the weapon was not loaded. There was, it is said, but one loaded revolver in the revolver, which was discharged.

The death of Miss Rottler is the second of a tragic nature, in the family. Adolph Rottler, father of the girl, was killed three years ago in the Davidson mines. His back was broken. Miss Rottler, who also was injured in the Davidson mine.

An inquest will be held upon the return of Coroner H. J. Bell, who is out of the county. Dr. T. E. Echard, Monday, empaneled a jury as follows: William Dull, H. A. Gloretry, Harry Dull, DeTemple, Grant Dull and J. S. Fenton. There was no post-mortem.

Miss Rottler is survived by her mother and six sisters, Hannah, Clementine, Freda, Minnie, Loretta and Ella, and a brother, Martin. Since the death of her father, she was subjected to much music. Yesterday morning, during the musical numbers at church, she died.

Miss Logan is in a serious condition from shock. She was unable to teach school on Monday. She is a sister of Thomas Logan, of the Dunbar township school board.

Funeral services were held in the home at 9 o'clock Wednesday morning. Requiem mass was celebrated in Immaculate Conception Church at 10 o'clock.

PLAYER SUFFERS FRACTURE OF LEG IN LOCAL FOOTBALL GAME

Herbert Walton, of Connellsville Team, Collides With Team Mate, and Breaks Leg.

Herbert Walton, aged 17 years, son of Mr. and Mrs. L. A. Walton, a senior at Connellsville High School, suffered a fracture of the leg at Saturday's football game between Connellsville and Youngwood High Schools. With 30 seconds to play, Jones, of Connellsville, collided with young Walton, and the latter dropped. Both bones in his right leg were broken six inches from the hip.

First aid was rendered on the field by E. T. Baer, Y. M. C. A. secretary. Walton was taken to the hospital where the leg was set. The accident was the second this season to members of the High School squad. Manager McGaugh suffered a fracture of the leg at the football game at Uniontown, prior to practice, a few evenings ago.

Following the accident Saturday afternoon, the game was called off. Walton, after the accident, said he was through with football. This is his second year on the Connellsville team. He is reported to be well able to attend the Wickett theater, Vanderbil, where he is employed as film operator.

THREE IN CIVIL COURT.

Suits Filed at Unontown Include Action on to Policy.

Three new suits were entered at Unontown Monday. Laura Worrell filed against the Residential Life Insurance Company for \$100 on a policy carried by her husband.

August Arrigo brought equity proceedings for the dissolution of a theatrical partnership with Thomas Gilbert at Believermon, and to secure an accounting.

Marsh E. Allen asked to recover \$250 alleged to have been overpaid to S. R. Osborne, in settling a \$5,000 account.

Monessen Dog, Are Quarantined.

Dr. Leighton, representing the State Livestock Sanitary Board, arrived at Monessen from Harrisburg, Saturday, and conferred with Dr. M. E. Griffith, following which Monessen was placed under a strict dog quarantine for 100 days. The biting of several little children is the cause of the quarantine.

Have You Coal Land for Sale? If you have advertise it in the Weekly Courier.

COAST TO COAST ROAD PLAN OF AUTO MAKERS FOR 1915

Certain Percentage of Gross Receipts
to be Set Aside to Provide for
\$25,000,000 Cost.

A stone national highway from New York to San Francisco, through Western Pennsylvania, to be completed by January 1, 1915, in time for the Panama Exposition, is the dream of the automobile manufacturers, according to local reports.

The plan provides for the setting aside of 1 per cent of gross receipts for one year by every automobile and sundry manufacturing concern which participates. The amount to be paid out is to be three years in installments of 1/3 per cent each.

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WEST PENN ROAD AND ALLIED LINES IN JOINT SYSTEM?

Local Trolley Concern Scheme to Extend to West Virginia.

PITTSBURG WHEELING LOOPS

Proposed Incidence Road Through Coke Region via Morgantown, and Another Through Washington and Waynesburg—Latrobe This Winter.

Connellsville seems destined to become one of the most important traction centers in the country and with contemplated extensions it will be only a matter of time, it is said, until the coke region will have trolley connections with Pittsburgh and other West Virginia towns.

The construction of the proposed extensions would make a loop between Pittsburgh and Wheeling, one line extending through Connellsville and the coke region and thence to Wheeling, the other through Connellsville and the other through Washington, Pa. Thence to Waynesburg, Greene county and on to Wheeling. This is considered probable because of the recent activity of local and allied trolley interests.

The West Penn, it is said, plans the extension of its lines from Mason town to Point Marion and thence to Morgantown, W. Va. Maps and profiles for a trolley line from Morgantown, W. Va. to Point Marion have been recorded. Interested in the extension are Harry R. Wierdahl, owner of the Imbry lines in West Virginia; Senator Joseph H. McDermott of Morgantown, W. Va. and others. At the time the maps were placed on record, it was reported the extension would be a part of the West Penn system.

The West Penn, controlled by the Kuhn interests is said to be the owner of the largest traction mileage in the country. Recently it was granted a franchise at Washington, Pa. to which an extension is planned.

The Imbry syndicate of New York, which recently purchased the City & Elm Grove line at Wheeling and the Union Utilities interests at Morgantown, W. Va., is said, already plan the extension of their lines to connect the two systems at intermediate points. If the Imbry plan which also comprises an extension up Decker's Creek, from Morgantown, W. Va., to Grifton, W. Va., is carried out, it will extend miles into the heart of West Virginia and connect the three major steel roads of the State, the Baltimore & Ohio, the Coke & Coke and the Western Maryland.

A contract has been let by the West Penn for the line to connect Latrobe with the main line from Connellsville to Greeneburg, at the Hecla works of the Frick Company. The line will give the West Penn through connections in a thickly populated section. The company had secured most of the right of way for a line from Greensburg to Latrobe by way of Crabtree and New Alexandria but was unable to obtain Greensburg franchises for an outlet. Work has been started at once on the Hecla extension.

At Kittanning the company is erecting a car barn and a sub-station extension to the powerhouse, and recently added to the equipment at Butler, Washington and other points. Construction has been completed and work will begin immediately on sub-stations at Vandergrift and Freeport.

B. & O. BREAKS RECORD FOR BUSINESS DONE IN AUGUST

System Gross Earnings, According to Report, Were \$8,874,271, an Increase of \$200,000.

The August statement of the Baltimore & Ohio Railroad shows gross earnings of \$8,873,271, an increase of \$37,758 over the corresponding month of 1911, and a shade \$100,000 above the highest previous monthly statement. An increase of \$22,758 in transportation expenses and an increase of \$215,892 in expenditures on maintenance of way and structure and on equipment practically offsets this large increase in revenues, the net gain being reduced to \$59,651. The total net for the month was \$2,161,251.

The cost of the new tunnel at Sand Patch will be \$1,500,000. Its completion will bring to a successful finish the elaborate campaign of improvement and reconstruction carried on after taking the presidency of the system nearly three years ago. During that time, approximately \$70,000,000 has been expended on the property to put it in first class shape.

The system is now double-tracked to Connellsville, and the line extends a few miles. Its equipment has been enlarged, terminal facilities improved, grades reduced, track straightened and operating efficiency improved at every point. The company has 32,000 cars in use at the present time, having added 12,000 cars in August, and the last year, with 2,000 steel gondolas cars to be delivered in November and December.

CONTRACT LET FOR WEST PENN BAGGAGE-HECLA EXTENSION

Work on Nine and Half Mile Road is to Be Completed Immediately.

John C. Herndon Company of Akron, O. have been awarded the contract for the 9 1/2 mile Baggage-Hecla extension of the West Penn Railways Company. Work is to begin at once and the contract is to be rushed to completion.

Billy Sunday at McKeepport. The Rev. William A. Sunday, famous evangelist, plans to open a campaign in McKeepport, Sunday, November 2.

REPORTED THAT ENGINEERS WILL RECEIVE WAGE INCREASE

Reported Board of Arbitration Favors Small Increase to Local Drivers.

While the report of the board of arbitration upon the demands of railroad engineers for higher wages is in the hands of the secretary, it is said the decision will favor an increase rather than the flat rate demanded by the men, according to local reports. The full increase would mean between \$7,000,000 and \$8,000,000 a year added to the payrolls of the railroads. If the engineers and their employers win, the ultimate burden on the roads would represent an increase of \$60,000,000 to \$70,000,000.

The roads affected by the award operate in the territory north of the Ohio and Potomac rivers and between the Monongahela and New England, 50 in number. They include the Baltimore & Ohio, the Pittsburgh & Lake Erie, Pennsylvania and West Maryland in Connellsville.

There are reasons to believe the Baltimore & Ohio railroad engineers will receive a fair increase in wages. A committee from the divisions of coal and coke, region and thence to Wheeling, the Monongahela and the other through Washington, Pa. Thence to Waynesburg, Greene county and on to Wheeling. This is considered probable because of the recent activity of local and allied trolley interests.

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CONTRACT LET FOR WEST PENN BAGGAGE-HECLA EXTENSION

City Authorities Threaten Suit Against Company Because of Alleged Defective Equipment.

Unless the firm holding the contract for the removal of the garbage from the city of Pittsburgh, secures six-tight cars at once, the authorities will file suit. It was reported here today, will go into action to prevent that an injunction be granted to prevent the Baltimore & Ohio Railroad Company from hauling the Pittsburgh garbage to the reduction plant 15 miles east of McKeepport.

Frick Engineer Resigns Post.

C. L. Patterson, for the last 10 years connected with the Frick Coke Company as engineer and superintendent, has resigned, effective October 1, to become superintendent of the Garwood mine of the Anna-Connellsville Coal Company.

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